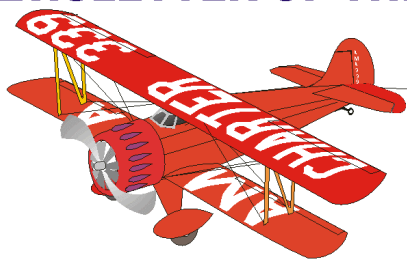


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

<http://www.charlesriverrc.org/>

AMA CHARTER 339

OCTOBER 2006

VOLUME 43 NUMBER 10

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GENERAL MEETING

Wednesday
October 18th
7:30 PM

Meetings return to Verizon Labs in Waltham. Bring a show and tell, bring a friend or just come alone.

GUEST SPEAKER:
**EVAN
HADINGHAM**

Evan Hadingham CRRRC member and WGBH employee will present an exclusive showing of the soon to be released NOVA documentary, "The extraordinary career of aviation pioneer Alberto Santos-Dumont". Be the first to see it!

RAFFLE

First Prize

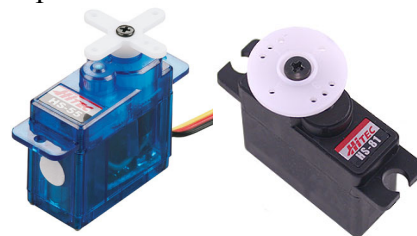
Sig Four-Star 40 Kit



Second Prize

Your choice of
Servos

A pair of HS55s or HS81s



or a
Carl Goldberg Gentle Lady Kit



WON
a
COOL TOOL
for
Show-n-Tell

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President's Letter



The fall is here and we are having some of the best flying weather of the year. For those that missed the Electric Fun Fly, the conditions were absolutely perfect with mild temperatures and no wind to speak of. We had great flying, great food and great company. It is truly amazing to see how quickly electric models have caught up and in some cases surpassed the performance of gas airplanes. Thank you to Tom Bauer for organizing this event.

With November quickly approaching, the Board of Directors discussed what to do about membership rates for next year. Jon Leehey pointed out that we are spending more money than we are taking in. This is due to two main reasons. The membership is going down from year to year and our field expenses are going up.

Looking at the total membership at the end of September for the past three years, we have gone from 183 in 2004 to 162 in 2005 to 146 this year. My guess is that membership will start to level off, however, for the near future; I don't see us getting back to the level of a couple of years ago. Until we have evidence to the contrary, we should plan our funding around a total membership close to this year.

From the expense side, field expenses have gone from \$1,383 in 2004 to \$1997 in 2005 to \$2560 this year. This only accounts for recurring field expenses and does not include contest permits or other maintenance items such as a retriever line or gravel for Medfield. The difference from year to year is mostly attributed to the increasing cost for Davis permits. The best that we can hope for is that field costs will stay relatively

constant but here again, I don't expect them to go down.

While we still have a comfortable reserve in the bank, it would be unwise to let this trend continue and the Board felt that we should raise next year's dues by \$5.00. This increase would apply to open and senior members only. We would not increase junior, student or family memberships. As usual, if you renew before March 1, the club would offer a \$5.00 discount making the membership rate \$40.00. I did a quick search of local clubs and even with the \$5.00 increase; we would still be one of the cheapest clubs in the area. We will bring the increase up for a vote at the next meeting and I wanted you to have a little background. Anyone who has any questions about any part of the finances should feel free to ask questions prior to the vote.

We are changing the order of events for the October meeting. We have an exciting speaker lined up but he will need to leave early so it was decided to reverse the order and start with the speaker. After his presentation, we will take a break during which we will sell raffle tickets. After the break we will have our raffle, the business part of the meeting and then show and tell.

We only have one more meeting before the November elections so it is time to start thinking about volunteering to help the club. Anyone who has not participated in the past, please think about which office you may be able to fill. If you are interested, please give me a call, email me or see me at the meeting.

-JP

**START YOUR 2007
MEMBERSHIP
TODAY!**



Sign up and join the club. Use PayPal or check when starting or renewing your membership.

**REMEMBER TO BRING YOUR
SHOW AND TELL TO THE
NEXT MEETING**

Treasurers Report

TREASURER'S REPORT

Report Date 10/03/06

Starting Balance 09/01/06	
Checking	\$2,631.67
Savings	\$2,302.27
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$4,694.91
Total Starting	\$9,653.85
Income	
Soar-in receipts - expenses	\$529.99
Raffle income - September	\$111.00
Dues & key fee income	\$190.00
Transfer from PayPal account	\$0.00
Interest - Savings	\$1.14
Interest - CDs	\$9.21
Total Income	\$841.34
Expenses	
Newsletter expenses, check #1508	\$8.23
Auction raffle prize, check #1509	\$144.99
Badge holders, check #1510	\$71.45
Savings account fee	\$5.00
Total Expenses	\$229.67
Transfer - Savings to Checking	\$0.00
Ending Balances	
Checking	\$3,237.99
Savings	\$2,298.41
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$4,704.12
Grand Total Ending 09/30/06	\$10,265.52

-Jon Leehey
CRRC Treasurer

UPCOMING EVENTS

Wednesday, October 18th, 2006 – General Meeting -

CRRC member Evan Hadingham works for NOVA, the PBS series on WGBH. NOVA has recently finished a program on the extraordinary career of aviation pioneer Alberto Santos-Dumont. The centenary of the first powered flight in Europe is in November. Santos-Dumont piloted his bizarre canard contraption called the 14-bis. PBS is airing the show on November 7th. The producers have labored for a couple of years on the project.

Evan will introduce the film and then show an extract of the film. This is an exclusive preview for CRRC members. We will be the first to see it!

The show includes a 14-bis replica under construction, some truly entertaining video of it staggering into the air in Brazil, as well as the story of the Santos-Dumont's Demoiselle, the forerunner of all today's ultra light designs. There is also original movie footage of the 1906 flight with lots of other archive footage relating to Santos-Dumont's unique design approach.

-Tony Davids

Sunday November 5, 2006 – CRRC Auction

1:00 to 3:30 at the Natick VFW hall. For details see flyer in this month's newsletter.

**Elections for 2007 Club Officers
Wednesday November 15, 2006**

November is the election month and the CRRC will be holding elections for club officers. Please come and place your vote. Elections will be held during the club meeting. 7:30 to 10:00.

We have several volunteers for positions but important positions remain open. Contact Jean-Pierre Rui or one of the other club officers for more information.





SEPTEMBER GENERAL MEETING NOTES



Secretary's Report:

General Meeting September 20, 2006

The meeting was called to order at 7:45 PM by President John-Pierre Riu. The secretary's & Treasurer's report were approved as written in the newsletter.

Field Reports

Davis Field has seen lots of soccer playing. Particularly Monday through Thursday and Saturday until 2PM

Medfield became the staging area for the B2 bomber over fly at the Patriot's game. It was a magnificent sight". The field is in great shape at the mid-end of a rainy summer season of flying.

Old Business

None

New Business

Ken Antonellis said that due to calendar conflicts, the CRRC auction will be held earlier this year. It will take place on Sunday, November 5th.

Set up will begin at 10:00AM with the actual sale beginning at 1:00.

Due to low usage, the club has made the decision not to have the bar available. There will be hot dogs, chips, cookies and soda available for your eating and drinking pleasure. This year there will be \$15 and \$25 tables (or \$10 & \$20) tables. This will operate on the honor system with the seller paying the fee to the club. The thought is that this will speed up the auction process by keeping lower priced products out of the auction stream.

As always, volunteers will be appreciated. One fortunate thing about this particular date is the absence of a Patriot's game this Sunday. A special thanks to RC Buyers Warehouse for giving us a special price on a JR Radio for our raffle prize. Please see the Auction Flyer elsewhere in this issue for additional information.

It was mentioned that the new Ashland hobby shop should have a supply of CRRC flyers for distribution to their customers.

Also mentioned was the electric fun fly on Saturday September 30th.

Dick Williamson was asked to help a new flyer at Davis field. Unfortunately the new pilot had a rather unique way

of setting up the controls on his new airplane. Dick felt that there were significant "challenges" in flying this plane. He politely declined.

Raffle Winners

Corey Hallock was the winner of the first prize Honey Bee RTF electric Helicopter. Second prize, the Hobby-Lobby ThreeDee airplane was won by Mike Kolk.



Show & Tell

Pete Young brought in his 84 oz. sailplane. He had flown it at the NEAT Fair in upstate NY. With its 20"x12" propeller, it draws 36A under full power. This was an ongoing project for Peter as he had to wait for the right "form factor" batteries. The new A123 batteries from our guest speakers were the perfect solution. "I was like putting shells in a shotgun, the way the cylindrical batteries fit the narrow fuselage".



Steve Young showed his new discus launch XP3 glider. Empty weight is approximately 8 oz and 12 oz loaded.

Tom Kamila showed his Apogee like sailplane. He has built three so far. On was a gift for his son. He did all his own vacuum bagging. "Flys great, looks great". He has several new projects in the planning stages.



Ray Harlan showed his foamy Bipe ARF. The most time consuming part of the build was applying the decals. He modified the gear and wheels for greater strength.



Howard Hager had a foam Electro Flight twin jet. The interesting part was the story about the li-poly battery incident. "I almost burned my house down". New rule no Li-polys allowed. He also has some interesting projects in the works.

Dick Williamson showed a 14-foot sailplane that he purchased from a widow. It seems that it will probably fly best as an electric powered glider. Should be an interesting first flight.



Corey Hallock brought a glider kit he was given. Corey is seeking information on electrification.

Tony Davids showed the group a small servo tester. It is designed to activate a servo after installation. Great for setting up control throws.

Guest Speakers

Our speakers were Brian Dougherty and Craig Schafer from A123 Racing. They showed the group some new Li-poly technology. Currently used in a new generation of 36-volt electric hand tools, they are also being investigated as power sources for the next generation of hybrid automobiles.

They offer some significant advantages over current technology. They have a nominal rating of 3.6V per cell and a 2300ma hour rating. Standard batteries will yield approximately 100 cycles; the A123 should provide 500-1000 cycles at 10C.



The batteries will survive 30C continuous discharge rates with a slightly shorter life expectancy. They will also survive a 60C pulse with no permanent damage. They will tolerate a .6v/cell overcharge. The can be charged at a 5C rate. This means a 15-minute recharge time. This all seems too good to be true.



You get all this at a very competitive price of \$16.50/cell.

They can provide a charger for \$80. This will charge 1 to 3 cells in series. Check them out at:

<http://www.a123racing.com>

These are very exciting times for electric flight!



NEAT FAIR 2006



This past September I decided to pay my first visit to the Northeast Electric Aircraft Technology (NEAT) Fair, an all-electric fun-fly held in downstate New York organized by Tom Hunt and the Silent Electric Fliers of Long Island (SEFLI). Now in their sixth year, the NEAT Fair is held in a picturesque campground, the Peaceful Valley campground in Shinhopple NY, about an hour east of Binghamton NY on highway 17 and about 2 ½ hours NW from New York City. The location in the Catskills region is very picturesque and extremely famous for excellent camping and trout fishing.

This year's NEAT Fair was scheduled for three days - September 15-17 (Friday through Sunday) this year. I drove to Shinhopple from Boston that Friday, driving through passing rain showers and arriving shortly after lunch. The rain stopped by the time I got to the campgrounds and the flying conditions were marvelous for the remainder of the weekend – warm temperatures in the 70s, dead calm, no rain, just perfect for flying electric model aircraft!

The Peaceful Valley campground site provides a very attractive site for what can only be described as an “electric flight circus”. Every type of electric powered aircraft that you could possibly imagine was there – park flyers, helicopters, ducted fans, exquisite scale machines, ARFs of all types, hotliner motor gliders, and even autogyros. The sizes of aircraft flown at the field varied from quite small to, as we shall see, quite large! The very small and light aircraft were flown indoors in a local high school gymnasium about 4 miles away and I unfortunately wasn't able to go over to view the flying there.

The attendance estimates I heard for this year's event were impressive: 140 vendors, over 1400 spectators, and over 300 fliers! The emphasis was on flying and there was lots of it – registered fliers could fly all day from ten pilot stations once their frequency was cleared by the NEAT Fair workers in the transmitter impound area. Night flying is also a regular part of the NEAT Fair with fliers equipping their aircraft (and helicopters) with vivid lighting systems. Selected fliers flew solo demonstration flights at lunchtime and superb pilots with superb equipment treated the numerous spectators to superb flying.

I chatted with some of the folks who had attended previous NEAT Fairs and they noted, interestingly,

that this year saw more bigger aircraft than had been seen in prior years where small park fliers and 3D foam aerobatic planes were far more common. The industry is providing an increasing variety of larger electric motors and aircraft, it seems, and as we all know, competitive marketing often works to the advantage of knowledgeable consumers by providing more choices and keeping costs down. With those thoughts in mind, let's take a look at some of the more interesting aircraft and propulsion systems that I noted at this year's NEAT Fair:



In photo #1 we see an outstanding model of the Bugatti P-100 Air Racer as built and flown by Michigan's Keith Shaw. Built in the late 1930s, the full-scale plane was designed to break the world speed record at the time and was powered by two Grand Prix Formula 1 supercharged engines turning contra-rotating propellers. Keith's version is faithful to the full-scale aircraft by also having contra-rotating props and with its unique wing planform and dihedral tailplane, was an extraordinarily beautiful sight to see flying.



Photo #2 is a close-up of the cockpit and propellers and Keith's exquisite workmanship is quite evident. The model Bugatti's powerplant is a brushed Astro Flight 40 motor with a handmade gearbox and Keith put in considerable time and effort to tune the propulsion system to extract high performance, an extremely complex problem due to the mixed flow from the two closely spaced propellers turning in opposite directions at high RPMs. Keith's plane flew smoothly and impressively, a real tribute to a master designer, builder, and flier!



In photo #3 we see another Keith Shaw model, the Czech Mate – a scale model of a full-scale WWII Grumman Bearcat extensively modified into a Reno Air Races Unlimited-class racer. This particular model spans 62" and is powered by a prototype Astro Flight motor rated at over 4 kilowatts! The 16x13 propeller is powered by a 10S1P Tanic lithium polymer pack. The plane had brutal acceleration and tremendous energy retention in flight. Masterfully flown by Keith at the lunchtime show, the Czech Mate was clocked at over 157 mph and after power was cut in a high speed pass, would still ballistically "zoom climb" up several hundred feet high power-off – most impressive!



In photo #4 is Allen Mrock with one of his two 104" span absolutely gorgeous 1/6th scale models of Sikorsky S-39 amphibians. The models, as do the full-scale aircraft, are capable of taking off from either land or water and are absolutely loaded with exquisite scale details. Both planes flew at the same time in a dual air show on Saturday and looked absolutely terrific in the air with surprisingly agile performance. Allen markets S-39 laser-cut kits for both 1/6th and 1/12th scale. The larger one is suitable for either gas or electric propulsion while the smaller version is designed for a geared Astro Flight 05 motor. Allen also has S-39 plans available in 1/6th, 1/8th, and 1/12th scale. You can go to www.aeroclassic.com for more information on these and other of Allen's scale products, all which are scale models of amphibians.



In photo #5 we catch Model Aviation magazine electric columnist (and prior R/C Report electric columnist!) Greg Gimlick with his 1/5th scale Kangke ARF UPF-7 Waco. Greg powers his 16 pound aircraft with an Astro Flight 120 motor, direct drive, turning an APC 18x10 propeller and powered by a 12S2P set of lithium-ion batteries developed and marketed by A123 Racing, www.a123racing.com Greg reports that he's extremely pleased by the power and performance of this motor and battery combination.



In photo #6 we see another Kangke ARF product, a 1/4 scale 90A Monocoupe flown by the father-and-son team of Richard and Daniel Landis. This particular model is powered by a prototype HiMax G320 twin-motor turning dual contra-rotating propellers. A Tanic 10S1P lithium polymer 5000 mah capacity battery pack provides close to 2000 watts – almost 3HP! Serving as a flying test bed for the big HiMax motor, this Monocoupe is definitely “non-scale” with its twin props, but had terrific flight performance when flown by Daniel. The plane could easily “park” in a stable hover during its aerobatic demos, most impressive for this big scale plane.



Photo #7 captures another extremely impressive scale ship – a Handley Page H.P.42 biplane team-built by John Hunton, Bill McMullen, and Mike Dale, and flown by Bill Hadden from Warrenton, Virginia. In its time the largest airliner in the world, the full-scale plane was a luxurious passenger transport aircraft, circa 1930, that carried passengers from Europe to South Africa and India. The model spans 98 inches, weighs 10-1/2 lb. in flight trim, and is powered by 4 Axi 2808 brushless outrunners. Motor power is generated by Kokam 3-cell lithium polymer batteries providing 6400 mah of battery capacity.



Photo #8 show David Baron preparing his 120” span B-17 for flight. Originally built by the legendary Joe Beshar and powered by Astro Flight 05 motors, the model was purchased by Dave several years ago and has since been converted to operate with 4 Axi 2808-12 brushless outrunners and powered this year by several 4S2P A123 lithium-ion battery packs. The B-17 is fully detailed with pneumatic retracting landing gear and flies at an extremely realistic “scale speed”. David’s low altitude, high speed passes “beating up” the long grass runway were wonderful to behold and a delight to the many spectators.



Photo #9 shows part of the fleet of high performance aerobatic aircraft flown by the Castle Creations team. These planes are top-of-the-line high performance aircraft with molded composite construction and flawless “painted in the mold” finishes in most cases. The power plants and battery packs powering these machines were very high-powered and provided compelling evidence that Castle Creations’ speed controls could reliably and safely “harness” all the power demanded. You can go to www.castlecreations.com for more information on Castle’s ESCs.



In photo #10 I caught 18-year old Devin McGrath, Rochester NY, who flew Greg Covey’s 33% ARF

Hangar 9 Edge 540. Weighing 22 ½ pounds and spanning 97 inches. Two Axi 5330 brushless motors turning a 28x10 carbon fiber composite propeller powered this big Edge. 40 cells of lithium polymer batteries supplied almost 8 horsepower of available energy, which allowed Devin to do effortless hovering maneuvers capped off by rocket-like vertical flight out of ground-level hovers.



Photo 11 catches Nick LaVallee who flew an Accord 2200 from Northeast Sailplane Products, www.nesail.com. This very agile aircraft weighs a comparatively light 12 pounds ready-to-fly, spans 84 inches, and has over 1800 square inches of wing area. Power is provided by a Neu 1521 operating a 6.7:1 gearbox and powered by 3700 mah Duralite batteries. This combination generates over 19 pounds static thrust!



And finally, in Photo #12, we see a very skillful and composed 11-year old flier, Alfred Fusco from Stamford CT, who superbly flew a Bravo 303 ARF from Black Horse Models powered by a Hacker 850-14L brushless motor, Thunder Power lithium polymer batteries, and controlled by a JR 10X radio system. Young Alfred flew very disciplined precision aerobatics throughout the weekend, quite an accomplishment for this likable young man.

So there you have it – a pictorial account of just a handful of the many superb electric flying aircraft I saw at this year's NEAT Fair. The standards of flying were quite excellent, the numbers and varieties of electric aircraft absolutely overwhelming, and the location was extraordinarily beautiful. I encourage you to attend next year's event if you possibly can – I know that I'm planning to return next year!

Peter Young
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Watertown MA 02472
e-mail: pwyoung@ix.netcom.com

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ELECTRIC FUN FLY

Saturday September 30th turned out to be a gorgeous day with almost no winds until just around mid-day. CD Tom Bauer showed up at the field about 9AM. There were about fourteen folks flying electrics with about a half dozen Millis folks watching. The calm morning air was great for practicing touch and goes. After a good morning of flying, Tom started boiling brats in beer about. Kenny lit his gas grill and the brats were down about 11:30. Almost 2- dozen brats were eaten, along with half dozen hot dogs and some Italian sausages. My daughter Angie made oatmeal cookies, which were also enjoyed.



There was a wide range of aircraft at the field including a twin engine and single engine foam delta wing, several 3-D flyers, a several electric powered gliders, an electric Zaggis, some and a pylon racer. After noon lunch the gas-powered folks took to the air and the 2006 Fun-Fly was declared a success.

-Tom Bauer

Charles River Radio Controllers, Inc.

R/C HOBBY AUCTION

12:00 noon, Sunday

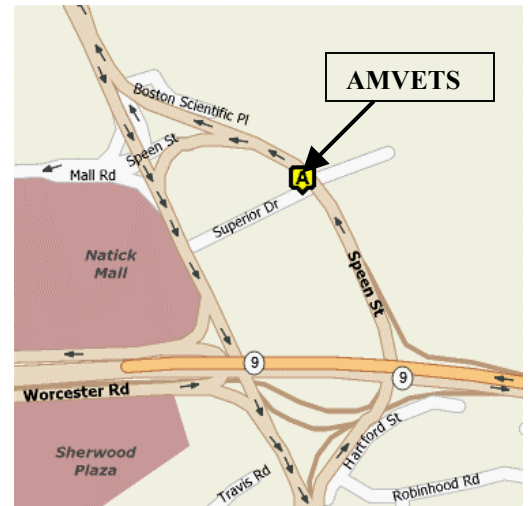
November 5, 2006

**AMVETS,
Natick, MA**

Set up and viewing noon to 1:00PM.

Auction 1:00PM to 3:30PM.

Directions: The AMVETS hall is at Superior drive off of Speen Street just east of the Natick Mall.



All modeling items auctioned

Come buy and sell:

Engines, radios, models, kits & tools

**Tables available to sell small items, which can
be sold without an auctioneer.**

**\$2.00 entrance fee includes raffle ticket
for new JR computer radio.**

Hot dogs, chips and drinks for sale!

(Additional raffle tickets \$1.00 or 6 for \$5.00)

CRRC receives 10% of proceeds from all sales.

Cash only PLEASE! No private sales.

Please see our website for further details: <http://www.charlesriverrc.org>

CRRC BUILDING AND FLIGHT INSTRUCTORS

This is our list of qualified and willing instructors. Power planes are flown only at the Bill Martin Flying Field in Medfield. Sailplanes and Electrics can be flown at the Davis Farm Field on Rte. 117 in Sudbury. See <http://www.charlesriverrc.org> for directions to the flying fields. If you have any questions about the construction of your airplane, or want to have an experienced pilot pre-flight check your airplane before heading to the flying field, then call any of the building instructors.

INSTRUCTOR CONTACTS

Chief Instructor and Safety Officer: Jeremy Harkin
jeremy.harkin@gmail.com
 (781-894-6683)

POWER:

Jeremy Harkin	Waltham	781-894-6683
Bob Scott	Norwell	781-982-0268
Pete Young	Watertown	617 923-4184
Jon Leehey	Wayland	508 358 5721
Ruane Crummett	Wayland	508-655-2234

ELECTRICS:

Bruce Schneider	Hudson	978-562-9900
Fritz Bien	Concord	978-369-1720
Derrick Veliz	Acton	978-266-1739
Pete Young	Watertown	617 923-4184
Lincoln Ross	Waltham	781-891-0332
Dick Williamson	Sudbury	978 443-8549
Tom Bauer	Wellesley	781-235-7344

SOARING:

Dick Williamson	Sudbury	978 443-8549
Dave Walter	Hudson	978-562-5400
Bruce Schneider	Hudson	978-562-9900
Fritz Bien	Concord	978-369-1720
John Nilsson	Clinton	508-368-7136
Pete Young	Watertown	617 923-4184
Lincoln Ross	Waltham	781-891-0332
Ken Antonellis	Natick	508-653-8369
Tom Bauer	Wellesley	781-235-7344

HELICOPTERS:

Tony Davids	Stow	978-568-9598
-------------	------	--------------

BUILDING:

Fritz Bien	Concord	978-369-1720
Joel Foner	Natick	508-653-3560
John Weigel	Natick	508-653-3560
Pete Young	Watertown	617 923-4184
Derrick Veliz	Acton	978-266-1739
Dick Williamson	Sudbury	978-443-8549
Tom Bauer	Wellesley	781-235-7344

TREE CLIMBERS & MEMBERSHIP STATISTICS

TREE CLIMBERS

Tony Morais

A1 Tree Services-Framingham, MA
 508-626-0088 800-657-7788

Kenny Greeno

Office Phone: 617-661-8591
 Cell Phone: 617-201-5300

Paul Harrington

(508) 376-2573 [Medfield Area]

Scott

774-286-1190 [Marlborough]

you. Ken Antonellis is the keymaster. Try kxa@verizon.net. Alex of Alex's RC in Belmont also has keys. Show him a club badge to get the key. A \$5 deposit is required the first time you receive a key.

MEMBERSHIP

Here are the updated CRRC membership figures for 2006. The table summarizes the membership status from 1999 through current month, 2006.

Year	Renewals	New Members	Peak Totals
1999			135
2000	112	62	174
2001	124	50	174
2002	138	58	196
2003	156	40	196
2004	153	42	195
2005	144	20	164
2006	124	24	148

-John Nilsson

OCTOBER DIRECTORS MEETING

The next directors meeting will be, Tuesday, October 24th at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend. This meeting is the day before the club meeting.



KEY INSTRUCTIONS

2006 season keys are available! To get a Key for Bill Martin Field in Medfield, email Jean-Pierre Riu or Ken Antonellis. They will send out instructions as soon as they hear from



THE CHARLES RIVER RADIO CONTROLLERS, INC

2006 MEMBERSHIP APPLICATION

AMA Charter 339

THIS FORM EXPIRES ON MARCH 1ST 2007!

Name _____ AMA No. _____

Street _____ Birth Date (AMA req'd) _____

Town _____ State _____ Zip _____ Tel. () _____ - _____

E-mail _____

To receive membership card and field pass, bring this application to a club meeting, or mail to the membership secretary (address below). You can pay by check or use PayPal. (PayPal to membership@charlesriverrc.org)

Make Checks Payable to:
Charles River RC

MEMBERSHIP CATAGORY	Rates as of March 1, 2006
☐ OPEN Member	\$40.00
☐ JUNIOR member, (under 19 before 7-1)	\$1.00
☐ SENIOR member, (if age 60 before 7-1)	\$30.00
☐ SENIOR member, (if age 75 before 7-1)	Free if AMA member
☐ Full time STUDENT	\$25.00
☐ Family member additional to OPEN membership	\$25.00

John Nilsson /Secretary CRRC
511B Ridgefield Circle
Clinton, MA 01510
Telephone 978 368-7136
E-mail: photoguy205@comcast.net

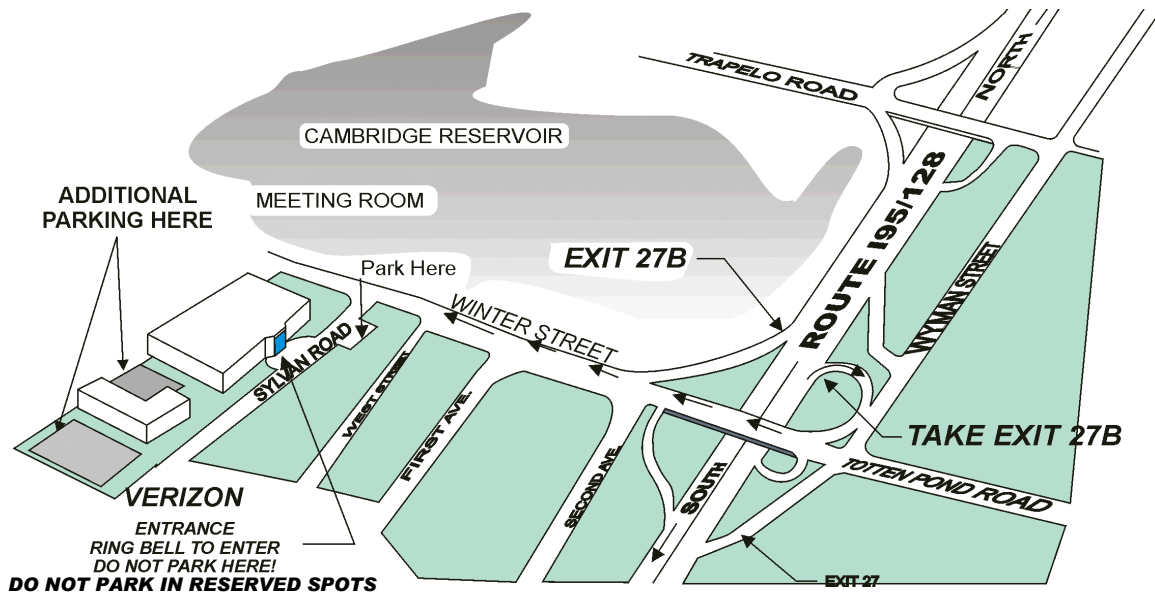
☐ I DO NOT want my address to
appear in the club phone book

You must be an AMA member in order to
receive your CRRC membership card.

To receive your newsletter by us mail, please contact Tomer Jackman, newsletter circulation at the next meeting. See the newsletter cover sheet for additional contact information.

Help reduce operating costs by receiving your newsletter on line. CRRC pays roughly \$10 per year for each mailed newsletter subscription.

DIRECTIONS TO CRRC MONTHLY MEETING AT VERIZON LABS IN WALTHAM



The Charles River Radio Controllers meets the third Wednesday of each month. Guests are welcome. Check for the Newsletter meeting announcement on the second Wednesday of each month.

2006 SOAR-IN



John Nilsson launches his cross tail Aega Mantis during the 2006 CRRC Soar-In

David Spielman / Editor